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If our friends who favor us with manuscripts fo diseation wish to have rejected articles returned, they must in all cases send stamps for that purpose.

Monroe and McKinley Say No! to the Hon. John Hay.

The reported delimitation of the Alaskan boundary above Chilkat is a "compromise line." that is to say, a line transferring to Canada territory which this Government has claimed and held for thirty years under the title derived from Russia.

The size of the strip which it is proposed to yield is not a matter of much conse quence. As a matter of fact perhaps from tweive to fifteen hundred square miles are included.

Nor does it make a great difference that the line is described as temporary and provisional. It will be regarded everywhere as a preparation for formal cession hereafter.

Fuller explanations than have yet been vouchsafed by the State Department are desirable.

We consider it a duty to inform Secretary HAY that American sentiment is not likely to tolerate compromise lines that mark off to any European Power, however friendly we may be to that Power, any portion of American territory.

The Monroe Doctrine forbids. The platform of the Republican party forbids. Mr. HAT's chief, WILLIAM MCKINLEY, forbids. That ought to be enough, any persona

arrangement between Mr. Hay and Lord PAUNCEFOTE to the contrary notwith-

Sincerity and Sagacity.

The sincerity and sagacity of the movement of Gold Democrate started at Indianapolis in 1896 are made manifest in the resolutions adopted at the same town on Wednesday by the National Committee

representing it. That Democratic movement was organized four years ago for the single purpose of assisting in warding off the peril of silverism from the country and rescuing the Democratic party from Bryanism. At that time a distinct ticket representing its purpose and principle was deemed advisable. The ticket of Gen. PALMER and Gen. BUCKNER was put up to help to defeat BRYAN and the Chicago platform. It was feared that without it Gold Democrats would be tempted by ingrained hostility to Republicanism to vote for a silver candidate nominally Democratic.

The election of 1896 proved, however, that that fear was not justifled. The Palmer and Buckner ticket received only 133,000 votes in the whole Union, though among the more than seven million voters for President McKINLEY were probably ten times as many Democrats. The election of 1898, therefore, demonstrated that a separate Democratic ticket to represent that 1 volt is now unnecessary when the same issue has been made at Kansas City. Since ation too the discerning tors of the Indianapolis movement have discovered from examinations of the political situation in the Western States, more especially, that such a ticket would tend rather to imperil the accomplishment of the one object they have in view, namely,

the defeat of Bryanism. Accordingly, the resolutions adopted at Indianapolis on Wednesday go no further than to recommend to the State Committees of the National Democratic party to preserve their organization and leave to their followers the adoption of the most effective practical means of accomplishing that end. with the warning "not to be deceived by the plea that the money question has been settled," a plea which is flatly contradicted by "the specific reiteration of the free coinage of silver at the ratio of 16 to 1" by the Kansas City Convention.

This decision is no less sagacious in a partisan sense than it is sound in morals. Nothing was made more manifest at Kansas City than that the defeat of BRYAN a second time is necessary to assure the resuscitation of the Democratic party; that, with him thus out of the way, the political sanity of the party will have its only chance to resume control of the organization.

That the Indianapolis committee represents in these views the conviction and political sagacity of the great body of Gold Democrats in every State is very apparent. They could not be seduced into an "anti-imperialistic" fusion, which would endanger the gold standard by dividing the opposition to Bryanism, or to the enemy that first of all must be beaten before there can be any resumption of normal political division in this Republic.

Rear Admiral Kempff.

There are heroes who sail in, and there are heroes who keep out; and the courage of self-restraint under extraordinary temptation is perhaps not the lesser or the commoner form of heroism.

Since Dewey entered Manila Bay no naval commander in our service has been called upon to decide a more momentous question than that which Rear Admiral Louis KEMPFF decided on his unaided judgment on June 16 before the forts at Taku. He had been invited and expected to join the European commanders in the attack on the Chinese works at the mouth of the Petho River. Every professional and national and humanly natural impulse urged him to take a hand in the bombardment. The circumstances of the emergency seemed to justify him in cooperating with the ships of the other nations. KEMPPP turned the matter over in his level head and declined to fire on the Chinese flag.

The other commanders went ahead. We have already referred more than once to the now obvious consequences of that stupendous blunder of the allied naval forces in the Gulf of Pe-chi-li. The sequel at Pekin and elsewhere throughout China has shown that instead of promoting the safety of the foreigners in China, then menaced only by the Boxer movement, it multiplied their perils. It turned all the unstable elements of the population in the direction in which the rioters were proceeding. It exasperated the Government, the army and the people, and united all parties in a common hostility and

bly prevented the successful advance of the first relief expedition beyond Tientsin. It built a wall of hatred and desperation between the beleaguered diplomatists and missionaries and those who would rescue them. If an awful fate has in fact befallen the Americans and Europeans and Japanese in Pekin, the signal for it was given by the guns of their friends and compatriots. If the Chinese Government has any color of right and justice in its case at this time, it was afforded by the act of unnecessary folly in which Admiral KEMPFF refused to participate.

More than that, if the consistent policy of the United States in China for the past fifty years, and the crystal clear declaration of it by President McKINLEY's Administration, give us especial power in our dealings with China under present and future circumstances to serve the cause of civilization and peace, the advantages of this position were preserved for us by KEMPFF. He could have destroyed them at Taku if he had cared more for a pretty fight than he cared for consequences or his duty to his Government.

We do not know how much of a statesman and diplomat this American sailor is, but we do know that at least once he saw clearly a long way ahead through the fog that baffled his foreign colleagues' vision. He can well afford to remember now the public criticism to which he was at first subjected here and abroad, for supposed sluggishness of temperament, or lack of true nava spirit, or timidity in the face of unac-

customed responsibilities. And we are glad that the importance and significance of his masterly aloofness at Taku on June 16 is fully and generously recognized at Washington, where his modest report of a great achievement has just been

Sheng at the Switchboard.

Several days must elapse before results. either positive or negative, can be expected from Mr. HAY's second attempt to ascertain through Minister Wu's correspondents in China whether Mr. Congen and his companions are living or dead. The first test, undertaken on July 11 or thereabouts at Mr. HAY's suggestion, unfortunately neglected the ordinary precautions against deception or an inconclusive reply. Of course, there has been no repetition of the radical error and unaccountable blunder which deprived the preceding experiment of any value and prolonged for from ten days to a fortnight the mystery enfolding the fate of our people in Pekin.

Meanwhile the mystery may be cleared by news coming through other channels than those employed by Mr. Wu. So far as is known at the present writing, all trustworthy intelligence from Pekin ends on July 4. It was on that day that Sir CLAUDE M. MACDONALD sent the authentic message received at Tientsin on July 20. It was also on July 4 that Mr. CONGER wrote and sent the letter that reached Tientsin on July 21, a day behind the British Minister's messenger. The letter from Mr. Conger is beyond question authentic; and as it is merely a fuller version of the cipher despatch produced at the State Department by Wu and at first accepted by Mr. HAY as genuine and of the 18th, the probability is strong that the cipher despatch, too, was written by Mr.

CONGER on the Fourth of July. There are thus two courses which news has been taking on its way to us from Pekin. All the intelligence that we have received. whether true or false, divides itself into these two classes:

1. That which has come by secret mes-British Legation, out of the turbulence of Pekin, across the seventy-five miles or so to Tientsin, and into the lines of the allied forces. The difficulty and uncertainty of this method of communication is illustrated by the fact that the most urgent messages coming that way have occupied sixteen or seventeen days in transit.

2. That which passes through the hands of the men now ruling Pekin, whoever they may be, then by wire or postal runner into the possession of SHENG, Director of Chinese Railroads and Telegraphs, and from him to the supposedly more or less friendly Governor of Shantung, or to the Taotai of Shanghai, and by cable to Mr. Wu at Washington, and thence to the Chinese Ministers at the several capitals of Europe. Transit by this route is comparatively rapid, or it is pretended that such is the case. In the matter of the Conger despatch the alleged time from the Taotai of Shanghai to the Tsung-li-Yamen at Pekin, and from the Tsung-li-Yamen back to the Taotai of Shanghai, was only eight or nine days. including the delay at Pekin; let us say four days each way. The time of the alleged imperial decree of July 18, announcing safety and protection of the Ministers and intention to punish the murderers of Baron VON KETTELER was four days from Pekin to America and Europe. The alleged appeal of KWANG-SU to President McKINLEY was likewise only four days between Pekin and Washington via Shanghai, as against the sixteen or seventeen days required for

messages from Pekin via Tientsin. Now, a still more important distinction than that of comparative time of transit separates the news by way of Tientsin from the news by way of Shanghai. All the recent intelligence from Pekin that is known to be authentic has reached Tientsin, not Shanghai. Sir ROBERT HART'S last message came that way. So did Baron Nishi's of June 29. So did Sir CLAUDE MACDONALD'S of July 4. So did Mr. CONGER'S of July 4. And all the genuine messages have uniformly imminent peril for the foreigners, anarchy | had to pay for. in the city, and inability or failure of the legitimate Government to protect.

On the other hand, all the false news, the self-contradictory statements, the pieces of mystification, have proceeded from Shanghai as the point of alleged reception from Pekin and transmission by cable. We are not speaking merely of the achievements of yellow journalism at that point. Shanghai has come to be recognized as the headquarters of one of the worst gangs of persistent, reckless and unabashed liars for sensational newspaper purposes ever organized anywhere in the world. But what we have in mind at present is the series of ostensibly official communications from the Imperial Government of China, the assurances of the Ministers' safety, the repeated declarations of benevolent intentions, the asseverations that a responsible Government controls affairs at Pekin, the assertions, through the Tsung-li-Yamen, of the Emperor's continued amity and good faith, and the diplomatic propositions, down to and including the application to President McKinley to mediate. All the official news that is manifestly false, or reasonably open to suspicion, or calculated to mystify the

through the central station where SHENG

SUAN HWAI holds the key. If it now becomes clear that fraud was employed in the use of an old intercepted cipher despatch from Mr. Con-GER to deceive the United States Government, the conclusion is that not a single communication coming through Shangha into Minister Wu's hands can be trusted. no matter whether it purports to emanate from the Tsung-li-Yamen officially, and no matter whether it is stamped all over with Kwang-su's august seal. Deception once proved, the taint is on everything that Minister Wu produces at the State Department. It is not his honesty and good faith that are in question; he is only in Washington; he is neither at Shanghai nor at Pekin. For all that Mr. Wu knows, there may be utter anarchy at Pekin, or a military usuper in the place of his Sovereign, and SHENG may be exercising in his own person, and in the interests of revolution, the functions of the Tsung-li-Yamen and of the whole Imperial Government with which this nation is in relations.

We understand that Mr. Wu says that the Conger cipher despatch did not pass through the hands of SHENG. How can he know that? How can he be sure of anything that is going on in China if he has been made the innocent agent of fraud and falsification at the other end of the cable in the matter of the attempt to get word directly from Mr. Congen?

The Calamityites.

The Richmond Times, which finds little or nothing to love in Bryanism, discovers one thing "especially gratifying" in the Kansas City platform. That is that "there is no calamity howl in it. In 1896 we were told that the country was going to the dogs and that nothing could save the trade of the country from ruin except the opening of the mints to the free coinage of silver."

The Kansas City platform tells the country exactly this. It reaffirms and indorses the Chicago platform, which declares that nonometallism " has locked fast the prosperity of an industrial people in the paralysis of hard times." According to this same Chicago platform, and consequently according to the Kansas City platform, the Act of 1873 "has resulted in the appreciation of gold and a corresponding fall in the prices of commodities produced by the people, a heavy increase in the burden of taxation and of all debts, public and private, the enrichment of the money-lending class at home and abroad, prostration of industry and impoverishment of the people."

There is more calamity howl in the platform of 1900 than in the platform of 1896, for to all the ululations of the latter have been added the new screams about imperialism and Trusts. According to the Kansas City lament the country is not only going to the dogs but to the demnition bowwows.

The Richmond Times forgets that the Kansas City platform is the Chicago platform plus other insanity. In the Democratic view prosperity is still locked and can only be opened with a silver key.

The Fire Loss of 1809.

According to the "Fire Tables" issued annually by the Chronicle, the organ of the nsurance business, the year 1899 was the greatest for fire waste and insurance losses for twenty-five years, with the exception of 1893. The total property loss in the year last past amounted to \$153,597,830. of which \$43,522,835 were due to fires caused 1893, the most wasteful year recorded, the figures were respectively \$167,544,370 and

There were 105,342 fires during 1899, as 1897; the average losses last year were only \$2,028 as against \$1,868 in 1898 and \$2,086 in 1897. The insurance loss per fire, however, averaged higher than for three years preceding.

A brief study of the tables showing the causes of fire in 1899, indicates that the chief causes which have supplied more fires last year than in 1898 were: defective flues, stoves and stove pipes, electric wires and lights, sparks, explosions of gas and natural gas, exposure to burning property, tramps, and defective heating apparatus. Looking over the tables that set forth the losses by classes of risks, some rather curious facts are discovered. For instance: 47 bath houses were damaged by fire last year, with a property loss of \$51,975, and an insurance loss of \$16,815. These figures, by the way, show that the insurance loss is sometimes vastly different from the property loss. For the year, the property loss was as said-\$153.597.830; the insurance loss amounted to a little more than 60 per cent. of the property loss, or about \$92,000,000.

Returning to the table of classes of risks, one bee hive is to be noticed; it was in Colorado, was set on fire by an incendiary, and suffered a property loss of \$300, and no insurance loss. Three carrousels were damaged, one in Massachusetts, two in this State; in Oregon one Chamber of Commerce was damaged \$100, which the insurance companies had to pay; 605 churches were burned, the insurance loss on which was about one-half of the property loss; two dry docks were damaged to \$11,000, all of which fell on the companies; three Government buildings were injured \$90 worth owing to cigar stubs and matches being thrown away still lighted; and 101 grain fields suffered about three represented the situation at Pekin as one of | times as much damage as the companies

The loss of \$21,500 in fire at twelve lumber camps fell wholly on the owners; the companies paid \$3,100 out of a loss of \$4,200 in two macaroni factories which were burned in 1899; and paid no part of the \$200 fire loss incurred by two menageries. Four peanut factories got half of their property loss back; there were 182 theatre fires, involving a loss of \$789,910, of which

\$444,410 fell on the companies. Children playing with fire caused ninetyone fires last year; tobacco in the form of cigars and cigarettes caused 912; electric wires and lights, 750, and boilers and engines, 387. There were 6,744 incendiary fires; 2,760 fires caused by lightning; 1,235 caused by spontaneous combustion; six due to the sun's rays on a milk can, on a tin roof and through window glass; while the

causes of 13,127 fires were not discovered. The largest fire of the year was in November last in Memphis; it caused an approximate property loss of \$1,385,105. The largest in this city was that of the Windsor Hotel, which caused a loss of \$857,175. There were more fires in July last year than in any other month; but the record of twenty-five years puts December as the chief month for fires, with July a poor second. in joint resistance. It precipitated the civilized world and induce friction between New York State, however, had more fires in

attack on the legations in Pekin. It proba- the Powers or delay in action, come | February than in any other month of the year covered by these tables.

In summarizing the causes of fires and osses for a number of years back, it appears that the principal cause of fire in boarding houses is defective flues; book stores suffer from matches, butcher shops from incendiarism, churches from the same cause, clubhouses from defective flues, crockery stores from lamp explosions, hotels and dwelling houses from defective flues, oil tanks from lightning, railroad bridges from locomotive sparks, schoolhouses from incendiarism, and theatres from the same cause. Spontaneous combustion is held apparently responsible for many fires, and matches for many others. A table on fires caused by electricity shows that the development of electrical work has increased the number of fires from 38 in 1887 to 750 in 1899, and the total value of the property burned from \$681,930 in the first year to \$6,428,805 in 1899. Incidentally appears here the fact that precautions are taken to prevent fire, as the average loss has diminished greatly. The "Chronicle Fire Tables," are very businesslike, the figures found there are accepted as official, and the deductions are the fruit of experience.

Variag.

The science of shipbuilding is to-day so perfected among the American, English, French and German nations that the shipvard which receives an order to build a craft to beat all others of its class will launch what is wanted with almost absolute surety. The yard whose fortune it has been to receive such an order last is the CRAMPS' in Philadelphia, the cruiser built for Russia the Variag, being the result. On Wednesday in her trial on the regular course off New England, she logged for a time the foaming gait of 24.6 knots, covering ten miles at 24.22. There is no boat like her for speed. Our Minneapolis, the queen of American flyers, is now in the second class. In armament the Variag differs from a first-class battleship only in the lack of 12-inch guns and in armor. She carries twelve 6-inch guns, the standard broadsides of a battleship of to-day.

This is an extraordinary season for the appearance of fast steamers. The Hamburg-American Deutschland has just logged 23 knots across the Atlantic, the French Line's Lorraine, which will be seen on this side of the water next month, has shown a sustained speed of 22 knots on her trial the Variag has made her remarkable demonstration, and the British torpedo boat destroyer Viper, driven by a steam turbine, has shown better than 37 knots.

This leads us to ask why in this land of unrivalled inventive energy the steam turbine is not under vigorous investigation and experiment in many places, so that its extraordinary possibilities may be developed in the quickest possible time?

When we look on the turbine, driving ships by continually lifting the ponderous and racking weights of a reciprocating engine seems barbarous.

The Tariff.

If any Gold Democrats are still hesitating to follow the banner of honest money or account of their faithfulness to the old Democratic principle of a tariff for revenue only, they should consider the tariff plank adopted at Kansas City.

In the Kansas City tariff plank, which declares that "the tariff laws should be amended by putting the products of trusts upon the free lists to prevent monopoly under the plea of protection," there is nothing of the doctrine that Constitutionally a tariff can be levied for revenue only. Republicans are no about the tariff than the Democrats

The overshadowing issue for Americans to consider is the financial issue, in which the Republicans are for the honest payment compared with 94,082 in 1898 and 74,740 in of the national debt and the Democrats are

> We advise the great Anti-Trust Party and General Destroyer of Corporations to look after the labor organization known as the Birmingham Trades Council, of Alabama, According to the Birmingham News, here is the reamble of a resolution recently passed by that body:

"Whereas, we regard all corporations as organizations of like character to our own." &c.

What has the Bryan Trust to say to this?

The nomination on the Fusion ticket of the Hon. DAVID MARTIN, a Populist who doesn't love railroads or cravats for Associate Justice of the Kansas Supreme Court, was a triumph for the Hon. ANNIE L. Diggs, State Librarian and stateswoman. An agreement had been made at Topeka and the Democrats were to have the nominee for Associate Justice. but the Hon. Mrs. Diggs led the Martin forces and smashed the slate.

A Virginia poet contributes to the Atlanta Constitution some affecting Bryanite verses. A sample:

"Down with Trusts and corporations Down with nepotism, too! Where the rulers are the few!"

This is well intentioned, but scarcely equal to the cry of ABEL SINKENZOOPER, the Silver Singer of the Ozarks: "Perish base materialism.

Born of greed that rots and rusts! Perish red imperialism, And the people-chaining Trusts!"

The "Hell" of Railroading.

From the Army and Navy Journal. We have in the Philippines in round figures 63,000 roops. Casualties among them in like proportion to ong railroad employees, as reported by the interstate Commerce Commissioners, would give for e year 406 killed and 5,727 wounded, or a total of 5.133. The actual total for the year, based on the average of the number for twenty-three months, is 1,640. From this calculation it appears that the risk o life or limb among trainmen on the railroads in the United States is nearly four times as great as among

the soldiers in the Philippines.

The total of killed and wounded in the British Army in South Africa up to July 1 was, in round figures, 15,000. The casualties among railroad employees alone in a year were two and a half times as many The casualties on the railroads in the United States exceeded the total number of persons killed and wounded in the Philippines and South Africa, including Americans, Filipinos, British and Boers. In a communication to the Senate, June 2, Secretary Root stated that the killed and wounded among forces in he Philippines from the day of occupation up to May 24 was 2,520 and among the Filipinos 12,884, as nearly as could be ascertained. Adding to these the ritish killed and wounded in South Africa, 15,000 gives a total of 30.504, as compared with the total of 1.743 killed and wounded in railroad accidenta This leaves a margin of 21,239 to cover the Bo cilled and wounded, who probably do not amount to 5.000, and any Pilipino casualties not reported. Here is an excellent text for a sermon on "the hell" of rail-

roading. The Century for August contains what one looks r in any number of this magazine a frontispiece by T. Cole, something by Dr. Weir Mitchell, and conributions by other friendly hands. A "Storm and Stress" story by a new writer begins, Sir Walter Beant sollioquizes over East London while Mr. Pennell draws pictures of the buildings; Mr. Burroughs escribes a summer holiday in Alaska; Maurice Thompson goes into the woods with his bow and arrows; there are two dialect stories; another install ment of Mr. Morley's life of Cromwell; and an account of the New York Aquarium with excellent colo

THE CHINESE SITUATION.

There would seem no longer any reason to oubt that the present situation in China is the outcome of a determination to recover the control of their own affairs which has been gradually slipping out of the hands of the Chinese since the middle of the century, and it is, moreover, now quite evident that that determination is, in the widest sense of the term, national one. The reports coming in from all parts of the Empire show that it only requires a word from the controlling power to make the conflagration general, but the word will not be given until the concentration of troops and war material at certain important points now actively going on is completed. That, ecording to trustworthy information, will require some little time yet. Meanwhile, as the time for action approaches the signs of discord among the various Powers increase, the aims of some of them being incompatible with the views of others. The action of the British Government in bringing into Parliament at the present juncture a bill prohibiting the export of arms and war material, in which, Mr. A. J. Balfour, speaking on behalf of the Government, significantly pointed out that coal was included, makes it evident that the general situation is uncertain, and that the British Government is preparing for emergencies, otherwise it would not have gone so far in interfering with the course of trade at a moment when it has every reason for leaving

The reports from Manchuria point to a general rising and interruption of the completion of the Russian railway. The working parties on the section between Tsitsihar and the Siberian frontier have been driven to take refuge at Zuruchaltui the frontier post, but it is feared that the force which was on the uncompleted section between Tielin, north of Mukden, and Harbin which appears to be the Russian name for Kirin. has, together with its protecting guard, beer annihilated. The families, however, are said to have been previously sent to Harbin, toward which Russian troops are being hurried up the sungari River, and by road from Nikolskoi north of Vladivostok. The trouble on the Amur at Blagovestchensk seems about ended, and was probably never very serious. It should not be ong before the Russians are masters of the situation in central Manchuria and of the railway line from the Sungari to Port Arthur, the most vital part of their southern communications in view of the possibility of the disturbance spreading over the frontier into Corea. Their patrols are keeping watch on the Yalu River for he purpose of guarding against such a con-

IN SOUTH APRICA.

The British advance eastward from Pretoria, which appears to be taking the roads to the south of the railway line, after encountering some little opposition from the Boers about six miles south of the Balmoral station pushed on, and part of it was expected to cross the Olifants River at Naauw Poort about twenty miles southwest of Middelburg on Wednesday. Across the Olifants River the advance of this force will probably continue its eastward movement while the main body pushes on direct to Middelburg, the object being to turn the flank of the Boer positions which are reported to be very strong. At the same time it threatens the northerly retreat of any commandos that may be still lingering near the railway from Laings Nek. The advance of Gen. Carrington from Rhodesia into the north of the Transvaal has been already announced, and his force has had some skirmishing with the Boer commando which was sent north about three months ago, but no important result has been reported.

In the country south of Bethlehem in the Free State the British are endeavoring to make more effective blockade of the mountains from where Gen. De Wet broke out last week on his present raid. Some stiff fighting is said to have taken place, and the last report from Lord Roberts represented the burghers as practically surrounded.

The boycott which has been organized against British goods and the traders who have supported the imperialist policy of the British High Commissioner in the Cape Colony, is described in letters from there as becoming every day more effective. The Dutch and other the farmers whose product comes to New York city is within the next hour fifteen members in good standanti-imperialist Afrikanders are rigidly to their determination to restrict their | an arbitrary body known as the Milk Exchange business relations with their opponents, with the result that the latter are suffering severely in their private interests.

Street Music.

TO THE EDITOR OF THE SUN-Sir: I am surprised to see that THE SUN advocates a continuthat his evening hours are spent in the peaceful and classic shades of THE SUN editorial sanctum, and that the hand-organ is with him a theory and not a condition. If he would spend a single week in the neighborhood where I reside he wou'd not only advo cate the suppression of his alleged musical instrunent, but "emphatically and appealingly" seek its

ment, but "emphatically and appealingly" seek its extermination.

As I write this number siz is grinding away on the block while faint sounds in the distance indicate that number seem is impending—and there is still plenty of time for several more to show up before the stoops are descried. This is about the usual evening programme hereabouts, and there is seldom a minute between 6 and 10 o'clock when at least one instrument is not inflicting coon songs and rag time atrocties on the neighborhood. The hand-organ business is overdone and becomes a nuisance, and this by men who, as a class, cannot offer the qualification of citizenship for the privileges they take advantage of. Instead of supporting the hand organ why should not THE SUN direct its in telligence and its influence to the suppression not only of this, but of all other unnecessary noises, which are multiplying so rapidly and which form such a prominent element in the exhausting strain of city life.

New YORK, July 24.

TO THE EDITOR OF THE SUN-Sir: I heartily join in your protest against suppressing the hand organs, even though most of them are discordant. They are a pleasure to too many who have little enough pleasure of any sort, and we who don't enjoy them can surely endure them for the sake of those who do.

A SYMPATHIZER.

From a "Kar Kurve Kicker."

TO THE EDITOR OF THE SUN-Sir It has been demonstrated that the Metropolitan cars can be run slowly around curves. There are two curves, however, where they swing the cars around at such speed as to imperil the safety of passengers. The curves are at Broadway and Fifty third street and Pifty third street and Columbus avenue. That they can go around these curves slowly is frequently den onstrated when vehicles unexpectedly obstruct the track. This morning I boarded car 639; conductor 424, at Ninety-first street. At Columbus avenue and Fifty-third street the passengers were only saved from being thrown down by grabbing hold of one another.

another.

The gripmen are apparently growing more careless about these curves, and sooner or later sufficient damages may be awarded the sufferers to compel the company to attend to the matter, but we can no longer believe any statements that they cannot go slow around curves if they wish.

As to the indecent crowding by permitting passengers to stand in front of others in open care, the Board of Health could and should have long ago stopped it as a menace to public health, for no reputable sanitarian would deny the fact that it is a menace.

K. K. K., M. D.

TO THE EDITOR OF THE SUN-Sir: In the last quinquennial catalogue of the Harvard Law School I find that States Rights Gist, who registered from Union District, South Carolina. graduated in the class of '52 and was subsequently killed in battle or NORTHPORT. L. L.

Pennsylvanian Shores of the Hudson From the London Sketch. Those who are acquainted with New York-and

many thousands of our own countrymen are nowadays-remember what splendid docks these Hoboker docks are, stretching far along the Pennsylvanian shore of the Hudson, from the famous Statue of Lib erty in New York harbor. Across the river, and facing these Hoboken docks, is the teeming city of New York, with its multifarious enterprises and entertainments affording occupation for natives of nearly every nation under the sun. Bisecting, as it were, the tongue-shaped beginning of New York city and State, is the famous Broadway, stretching from the Battery up toward Central Park, six miles away. Just across he other river, which is called the Sound, is Long Island, with Sandy Hook jutting out into the harbor opposite a promontory of the Pennsylvanian shor here facing the Atlantic. Long Island is connected with New York by the famous Brooklyn Bridge, lead

AMERICAN UNION.

Organization of the National Continental

The New York Expansionist for August prints the following letter giving interesting information regarding the formation of the National Continental Union League: "TO THE EDITOR OF THE EXPANSIONIST-Sir:

After I determined to attempt to organize a National Continental Union League, I drafted a declaration for those to sign who desired to become members, and then straightway called upon that grand American, the Hon. Charles A. Dana, for counsel. The vast problem of continental union in all

ts bearings and aspects was one in which Mr. Dana had long been intensely interested, and to which he had given mature consideration. After reading the declaration I had prepared, and suggesting some alterations, which were cheerfully accepted, he gave the movement vithout reserve the weight and influence of his great personality.

A typewritten copy of the revised declaration was made, and then he wrote his name unde t, and thus became the first member of the National Continental Union League, and the Hon. William L. Strong, ex-Mayor of New York became the second member. The declaration was afterward somewhat modified to meet the views of Prof. Goldwin Smith, Mr. Andrew Carnegie, the Hon. Honore Mercler, the Hon. Andrew H. Green and Major-Gen. James H. Wil-

The word "speaking" between the words "English communities" was written in the declaration by the Hon. William R. Grace when he signed it. It was a just and proper amend-ment and therefore gladly adopted. For twenty-five years I had resided in Canada, and therefore was a stranger to the persons whose cooperation it was most desirable to se-

and therefore was a stranger to the persons whose cooperation it was most desirable to secure. The question arose at once in my mind, How can I gain access to the busy men whose names will give character and force to the movement? Mr. Dana promptly solved that rroblem by consenting to give me letters of introduction to all the persons upon whom I desired to call. Typewritten copies were prepared and Mr. Dana signed them. He attached his signature to not less than three thousand such letters, addressed to persons in New England, New York, Pennsylvania, Delaware, Maryland, District of Columbia and Virginia. Upon my first day's canvass for members the question was frequently asked me: "Who will consent to accept the Presidency of the league when you are ready to organize?" That problem Mr. Dana also solved by consenting to accept the leadership of the movement a its chief executive officer and responsible head. Armed with a package of letters of introduction, and with the authority to say that Mr. Dana would accept the Presidency of the league, we had no difficulty in obtaining the signatures of the most influential men in the States canvassed. Mr. Dana's letters always secured me a kind reception and patient hearing from the parties to whom they were addressed. Although he bad defeated President Harrison for reelection on the Force bill issue, no one ever questioned the genuineness of his Americanism. The signatures of the seven hundred members were all obtained by personal application, with one or two exceptions. From the beginning the league has been strictly non-political, the membership being equally divided between the Democratic and Republican parties.

Mr. Dana not only gave the league the equally divided be Republican parties. Mr. Dana not o

Republican parties.

Mr. Dana not only gave the league the weight of his personality and his counsel, but contributed toward the expenses of obtaining the signatures nearly \$800, and, in addition, gave me thousands of copies of The Sun, containing articles on Continental Union, for distribution in this country and Canada, without charge.

distribution in this country and Canada, out charge.

The position which Mr. Dana was to have taken, if his life had been spared, has been accepted by his only son, the Hon. Paul Dana, editor-in-chief of THE SUN. Under his leadership the National Continental Union League will undertake to solve the problem for which it was organized, namely, the complete emancipation of this hemisphere and all of its destinies from European domain, dominion, and control.

FRANCIS WAYLAND GLEN.

The Price of Milk.

TO THE EDITOR OF THE SUN-SIT! THE EVEN-ING SUN of this evening, in an article on the recent small advance of the price of milk to the farmers quotes a wholesale dealer as saying: "There are many attempts made to raise the price

of milk when there is no real necessity for it. The their troubles, decide that it is about up to them to push up the price of milk a fraction of a cent. The large dealers, rather than make any trouble humo hem and pay a few cents more for a 40-quart can The consumers never feel the raise, as the large deal ers can afford to sell at the same price, though a small fraction of their profits is cut off

Here is the fact about the New York milk market in a very few words: The price of milk that is paid to at the store yesterday afternoon after 6 o'clock, and This corporation is not a real exchange such as the This corporation is not a real exchange such as the Stock and Produce exchanges are. That is, it does not buy and sell milk. Its sole business is to fix the price of milk to be paid to the farmers by the very men who fix it. A lerge majulity of the directors of the eachange are men who buy milk from the farmers and retail it in New York city and Brooklyn. It is easy to give their names. The exchange has a capital now, I think, of \$25,000. This capital is not employed in the milk business, but is deposited with a trust company, and the interest received is the only income of the exchange as such. But it pays its members well. They get from A to 10 cents a quart for the milk they sell, as their customers know, and they da the price they shall pay to suit themselves.

Here is the price they allowed the farmers during 1899.

January, 2½ cents per quart; February, 2½ cents; March, 2 cents; April, 2 cents; May, 1½ to 1½ cents; June, 1½ cents; July, 1½ to 2 cents; August, 2 cents; September, 2½ cents; Cecomber, 3 cents; October, 2½ to 2½ cents; November, 3 cents; October, 2½ cents; November, 2½ cents; Novemb

porters when anything is wanted about the price of milk,

During the last year an effort has been making by some of the farmers who supply New York to get a responsible company to take their milk, deliver it to customers on business principles, which will include economy of service and strictly pure milk, and pay the farmers the fraction of a cent more per quart which means a living profit to them. This project has not been carried out so far, but it is under favorable discussion still. This is the misnamed "milk trust" that some of the papers have decried. In the discussion of this project it has been shown that enough farmers will refuse to send their milk to the city at Milk Eachange prices of the past to affect the supply, and this has been the cause of the slight increase of summer price bygthe exchange, not any recognition of the cost of production. The dealer quoted is right in saying that the consumer will not feel the rise.

A JERSEY MILK PRODUCER.

Petition Against the War in South Africa. TO THE EDITOR OF THE SUN-Sir: The war n South Africa has now been going on for nearly a year with the prospect of another year or two in the

With such a state of things confronting us. I think ome kind of a protest should be forwarded to the English Government from every civilized community. You are invited to publish this appeal to the public for at least one week, in order to get as many signa-

A committee of well-known men will go to England and present this protest to the English Government should a sufficient number of signatures be received. You may think that this will not stop the war, and you may be right, but it will perhaps put the nation's disapproval on record, which morally is worth a great deal. Please cut out and sign the alto below and send
to G. EMIL HESSE,
July 25. 55 Broadway, New York,

I hereby strongly protest against the war in Sout Africa and respectfully ask the English Government to accept the overtures for peace offered by the tw republics as well as by President McKinley.

The Lady Poet of the Rockies.

From the Denser Evening Post.

Miss Popsie McSwat of Lost Creek sends in this raphic word picture of "Morning on a Ranch:" The sun-lips kiss the smiling earth with love s im-The bubbling waters at my feet flow on with merry The brindle calf scarce three days old with wonderful

Corrais its mamma 'gainst a rock to get its morning The breezes monkey with the pines with rude tamillarity.
And likewise monkey with the hair I frizzled out

yestere'en.

The old hen scratches up a worm, and moved by
Christian charity.

Calls up the chicklets which she thinks are yet too young to wean.
The cattle fill the morning air with rude soprano bei-

The old norse at the picket rope in restless manner tugs.

And gown the sinuous old creek the meadow lark with yellow wings.

Hops through the mazes of the grass in search of hapless bugs.

Ah! 'its a scene to win the poet's thoughts from earthly things.

And land them in the realm where folks go visiting on wings!

NEW YORE, July 22.

TWENTIETH CENTURY STEAMSHIPS. Bigger and Faster Than Anything Now

From the Scientific American. Great as the development of the fast Atlantic steamship has been in the closing years of the nineteenth century the present indications are that in size, speed, and above all in economy of performance each successive vessel in the opening years of the twentieth century will continue to show the same all-round improve-

ment over its predecessors By the courtesy of the Vulcan Iron Works. stettin, the builders of the Deutschland, and of Mr. Emil L. Boas, the general manager of the Hamburg-American Company, we are enabled to give further particulars of the performance of this vessel, both on her trial trip and on her maiden Atlantic voyage. On the long distance

of this vessel, both on her trial trip and on her maiden Atlantic voyage. On the long distance deep-sea trial, from the mouth of the Oder to the mouth of the Elbe, the mean indicated horse power was 35,200. On the run from Plymouth to New York the average indicated horse power for twenty-four hours was 34,200. The merit of this performance is greatly enhanced by the fact that the total consumption of fuel for the twenty-four hours was 550 tons, which works out at the remarkably low figure of 1.5 pounds per horse-power hour.

The low consumption of fuel is attributed by the builders largely to the Howden system of forced draught with which the Deutschland is fitted. The draught, before entering the furnace, passes around a nest of tubes through which the hot furnace gases are drawn on their way to the smokestacks, the draught entering the furnaces after lowering the temperature of the uptake between 200 and 300 degrees. As to the possibilities of the future, it is probable that the Deutschland, by the time these lines are before our readers, will have exceeded the eastward record, of which the average speed, made by the Kaiser Wilhelm, stands at 226 knots. [The Deutschland averaged 23 knots for her return passage to Plymouth.]

That the Atlantic steamship will continue to grow in size and speed is suggested by the three great ships which are now being built, two of them at the Vulcan yards, Stettin, for the North German Lloyd Company, and one by Hariand & Wolff, at Beliast, for the White Star Line. The particulars of these vessels are herewith tabulated in companison with those of recent Atlanticliners.

	510000000000000000000000000000000000000				
Name.	Owners.	Length, in	Displacement in Tons.	Horse Power.	Speed in Knots.
iser Wilh'm eanic utschland onprinz Wilhelm II.	N. G. Lloyd White Star . Hamburg Am. N. G. Lloyd N. G. Lloyd White Star	704 686 660 705	28,500 23,000 21,500	28.000 28.000 34.200 32.000 38.100	2016

Unnamed. White Star. |750|32,000| (f) | (f) |
The North German Lloyd Company will first place in service a versel, the Kronprinz, which in size will come between the Kaiser Wilhelm and the Deutschland, and in spreed will equal the latter. She will be 660 feet long, of 21,500 tons displacement, and is to show a sea speed of 23 knots with 32,000 horse power. The other vessel, to be known as Kaiser Wilhelm II., is to be 705 feet long, of 26,000 tons displacement, with an indicated horse nower of 38,000 and is to maintain a sea speed of 23½ kno's. The North German Lloyd Company have not favored the use of superheated forced draught; but if, as is not unlikely, they are moved by the economical steaming of the Deutschland to substitute forced for natural draught we shall expect to see this vessel average 24 knots after she has been a few months in service.

average 24 knots after she has been a few months in service.

The huge vessel which is now being built at Belfast will probably not be any faster than the Oceanic, although she will greatly exceed her in size. She is to be about 50 feet longer and 5 feet broader, with 8,500 tons increase in displacement on a draught of 32 feet 6 inches. Her length on deck will thus be 750 feet, beam 73 feet, and displacement 32,000 tons. In the absence of any statement to the contrary, howsence of any statement to the contrary, howsence of any statement to the contrary, how-ever, the public will be curious to know whether the Belfast firm will be instructed to place suf-ficient engine power in her to make her the swiftest as well as the largest of ocean liners.

SHIRT WAIST MAN.

Progress of a Summer Revolution. From the Richmond Times.

Everybody favors the Shirt-Waist Club in Richnond, and there is little doubt but that it is destined to become a reality. The organization has taken on some form, and a movement is now on foot to get the style started. All who are willing to adopt the style are requested to leave their names at Branch Alien's.
916 East Main street, some time during to-day or tomorrow, as the Shirt-Walst Club is to turn out in full force on Thursday morning. By leaving your name on a slip of paper at the above place you agree to discard the coat during the hot weather, between the hours of 8 A. M. and 7 P. M. These slips were placed

The club is being pushed along by some of the most prominent society and business men in the Many of the clothing stores, seeing the wave of ap-

proval for the new style, have ordered belts and shirts that will be fust the proper thing.

From the Baltimore Sun. The "coatless" men of the Chamber of Commerce were again defeated yesterday, and in consequence coats will continue to be worn upon the floor of the During the torrid weather last week heat reflected rom neighboring tin roofs was greatly complained

of by a number of members, who got up a petition to the Executive Committee of the Board of Directors re-

questing that members be given permission without coats between 11 A. M. and 2:15 P. M. This request was denied. The advocates of "coatless comfort" got mad, but were not discouraged. Yesterday another petition to the same effect, signed by over seventy five members, was presented to the Executive Committee. As before,

the request was denied. This second decision made the petitioners a great deal warmer than the weather. Mr. E. Clay Timanut. chairman of the Executive Committee, said it was thought best in order to preserve the dignity of a large and important organization of business men to deny the request. "If it were granted." he said, "there is no telling where innovations would stop."

From the Cincinnati Commercial-Tribune. The function of the shirt and trousers cannot be nade to look like the smooth meeting place of the skirt and the shirt waist. There are physiological difficulties that cannot be overcome. A man dressed in accordance with the suggestions will look just as uncouth as formless woman without a corset. Comfort can be secured, but not beauty of contour.

From the Birmingham News. The subject of the shirt waist for men is certainly one which would seem to demand serious consideration at least in the large cities where the mortality is very great as a result of the excessive heat. From the Richmond Dispatch

Anent the discussion upon the question of coat or no during the dire heat of the summer, we feel impelled by common honesty to say that a man of good figure appears well enough in business quarters in his (negligee) shirt sleeves, while one who has been scantily endowed with symmetry appears at a disadvantage. By some this may be regarded as a cruel observa-

tion to make just now. But not so. Men are not sup-posed to care much about their personal appearance. and few of them are aware that their forms lack aught of the perfect mould. From the Boston Transcript. Give the business man his shirt waist, by all means. his hot summer of averages awry and nearly all rec-

ords broken. But before he gets too familiar with that style of comfortable clothing and meditates extensive variations on the theme, let us decree at once to lace effects, nor open work, nor embroidery or the like shall ever be used by him, even if it does in theory if not in reality conduce to his coolness. Such adorn ing should never have found a place on the shirt waist of woman - the out-and-out shirt waist for wear with tailor-made suits-but they got a foothold and then of course some following-not so inclusive, how ever, as it might b:. There are some women who see at a glance the incongruity of it. Such a tricked-out shirt waist may look comfortable, it may be becoming in a way, and it may be "pretty," but of "smartness it hasn't a trace.

Young Mea Not to Be Deceived.

TO THE EDITOR OF THE SUN-Sir: Tammany Hall has asserted that the question of the future of the young men is involved in this campaign. t says that trusts and monopolies will eliminate the chance for the young men of to-day of gaining any foothold as potent factors in our commercial enterprises of the future. And in order to ameliorate the condition of the young man, it gives to us a not trum which, if taken, would deteriorate the young men's chances to such a degree that they would be

come old in sorrow and remorse before they knew it. Tammany cannot deceive the intelligent young man by his cant Bryanism will be obliterated through the efforts of the young men, these self-same young men to whom Tammany appeals for their JOSEPH LEVY.